ADVERSE BILLS KILLED

Anti-Motoring Measures Will Remain in Committee.

NEW SIGNAL LAW OFFERED

Assemblyman Harte Would Compel Equipment of Cars with Complicated Device.

It will be interesting news to the ninety thousand automobile owners in the State of New York, as well as many thousands residing in the neighboring states, to learn that nearly all of the measures introduced at Albany directed against the interests of

have there been so many drastic measures introduced affecting the use and operation ing of the loss which the state would have non-resident tourists out of New York. If the Legislature had enacted a law refusing to non-resident mo orists, it could not have erected a moreffective tarrier against the automobile

It is evident, however, that some members of the Legislature are "signal lamp" Not satisfied with the defeat adthe Stilwell bill, the Touring America calls attention to the e in a measure that Senator Harte laws pertaining to signalling and r devices required on automobiles

motor vehicle operated or driven on the highways of this state shall be proyided with not only adequate, brakes, but suitable and adequate devices for signalling and shall, during the period from one-half hour after sunset to one-half hour before unrise display at least two lighted lamps front, and on the rear of suc vehicles a transparent plate showing in white light the registered number of the vehicle in separate Arabic numbers, no less than four inches in height, and roke to be of a width not less than five eighths of an inch, and as a part of such number the initial letters light and two transparent plates, showing in red light, one the letter 'R,' and an arrow pointing to the right shall be displayed and shown from the time the vehicle shall change its course to the right BOUCHER AGAIN CHAIRMAN until it shall have completed its change of to the right; the other the letter L' and an arrow pointing to the left, shall be displayed and shown from the time the vehicle shall change its course to the left until it shall have completed its change of course to the left, said letters 'R' and 'L' and said arrows to be at least three inches in length and not less than five-eighths of

The Touring Club, the Automobile Dealers Association of New York and several of the leading automobile clubs, which joined in the fight against the rear light bill, are prepared to go even further in defeating the Harte signal light bill, which is more objectionable than its predecessor. oth of these measures are said to be in favor of patented devices, and once passed could be used to harass the motorist be-It is understood that the bill introduced

by Senator Long, designed to apply 50 per cent of the revenue of the fines and penalties collected from motorists to be paid and spent in the localites where they are will not be reported out of comout the state, and automobile users will therefore be saved the annoyance and inhave been put to had the bill become law. The bill introduced by Assemblyman Tallett in relation to warning signs or signals electric railroads at grade is regarded as back to Long Island Sound to sail in the a most commendable measure. It reads as Larchmont regatta.

"A warning sign or signal shall be conspicuously located at every highway which crosses a steam or electric railroad at grade, on each side of such crossing, at the State Highway Commission. Such distance shall be uniform throughout the state. The State Highway Commission shall also prescribe the size and form or July 20. design of such sign or signal. The officer. officers, board or body charged by law with the duty of maintaining a highway which crosses a steam or electric railroad at grade shall, before September 1, 1912, cause such signs or signals to be erected at the distance prescribed by the State Highway Commission from such grade crossing, and thereafter maintained; and the expense of erecting and maintaining such signs or signals shall be deemed a part of the exase of maintenance of the highway on which they are erected, and be paid for out of any money available for the maintenance thereof. If the expense of maintenance be chargeable to a municipality the expense of erecting and maintaining such signs or signals shall be a municipal charge. This section shall not apply to

F. K. BURNHAM IN HONOLULU His National a Winner in Floral

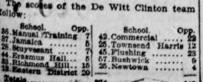
Parade and in Races.

Unable to indulge in his favorite sport of motor boating, Frederick K. Burnham has put in the winter motoring in warmer climes. Part of his time he spent in Hono ulu, where he and Mrs. Burnham entered with enthusiasm into the social life of the sland. For the winter floral parade, which n Honolulu is regarded as the most important function of the season, Mr. and Mrs. Burnham entered their National "40" in the decorated class and came through with a prize. The car was a mass of nas turtiums and easily carried off the honors Mr. Burnham also entered the machine in number of races on the island, and in every case it was returned a winner.

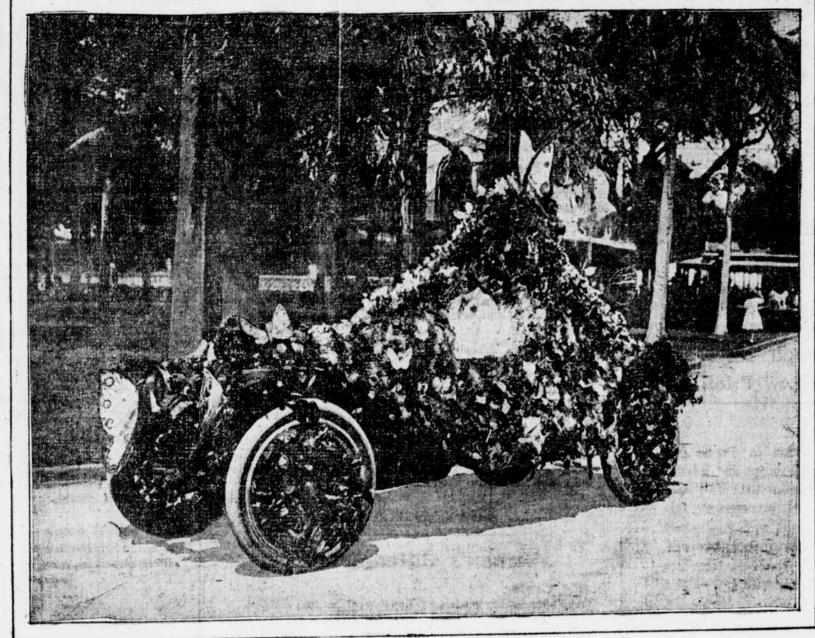
CLINTON'S FINE RECORD Makes Big Total in School Basketball Tourney.

The De Witt Clinton High School, which tied for the basketball championship of the Public Schools Athletic League with the Stuyvesant, hung up an exceptionally fine record in battling through ten weeks

The Red and Black players, facing eleven adversaries, rolled up a total of 374 points. Besides being accurate shooters they also guarded their opponents closely, holding them down to 109 points. This record surpasses any other performance since the organization of the schoolboy league. All the victories were acomplished on neutral floors, while its one defeat was administered by the Eastern District High School team on an armory floor, with which the rown familiar.



WINNING CAR IN HONOLULU FLORAL PARADE.



MR. AND MRS. F. K. BURNHAM IN THEIR NATIONAL "40," WHICH CAUGHT THE EYE OF THE JUDGES.

Larchmont Week Set for July 20-27 and Committee Named. Fifty-seven Entries Are case for suggesting that the newer types

Late Date Agrees with Other Club's Events - Schooner Contests To Be Feature.

Commodore Leonard Richards of the Larchmont Yacht Club has just appointed ure in American yachting, will be seven years. The week starts this year on July

meetings of the regatta committees of the This bill, if enacted, would have ern yacht clubs. For several years opened up hundreds of speed traps through- dates of these important organizations have clashed, and many Corinthians who have desired to take part in the fixtures convenience which otherwise they would of the three clubs have found it impossi ble. The Eastern Yacht Club holds its annual cruise early in July. The fleet disbands at Bar Harbor so late in July that on the highways which cross steam or it was impossible for the owners to get

Owing to Maine weather conditions, it was impossible to hold the Eastern cruise earlier. The Larchmont fixture, therefore, had to be changed, but to put it later cor flicted with the annual cruise of the New a distance therefrom to be prescribed by York Yacht Club. The latter organization was willing to advance its date to August 8, which enabled the Larchmont club to hold its race week during the week of

The Larchmont organization has decided to make racing among the double-stickers the feature of its classic. Commodore Richards has offered a cup for the Elena, the Westward, the Enchantress and the Irolita, the four most important schooners in the country.

Vice-Commodore George M. Pynchon will supply the trophy for the next class of schooners, a division that probably will include the Corona, the Elmina, the Nancy, automobilist would call it. the Endymion, the Muriel and the Princess. The smallest schooners will race for a cup offered by Rear Commodore Francis M. Wilson. There probably will start the Cygnet, the Eclipse, the Miladi, ler, as the case may be, steered deftly to the Dervish, the Vagrant, the Grampus, the Katrina, the Vision, the Winona, the Shyessa and another schooner about to be built for an Eastern Yacht Club owner.

Unless present plans are misleading all records are going at Larchmont this sum- blocks on his ancient rival, the horse. mer. Plans already are being formed in every yachting centre to send large delegations to the hospitable Long Island Sound organization. At a meeting of the Yacht Racing Association of Gravesend Bay last week at the Crescent Athletic Club it was decided to hold no races on the Lower Bay during the race week.

RACE FOR SELF-STARTERS Novel Motive Power in Contest Conducted in West.

Since the automobile first attracted atention, fifteen years ago, it has been entered in every form of race and contest imagination and expediency could devise, but it remained for the citizens of Canton, Ohio, to see a contest that was a positive novelty. The Canton affair was for cars propelled by their own self-starters, no other power being used. The conditions were normal, the cars running with four adult passengers, and the course was a little less than two-fifths of a mile.

There were five entrants, all Cadillac cars, and all of them finished. The contest was interesting because it was based on the employment of a 1912 device. The one thing an electric cranking device is designed to do is to turn over the engine while the car is standing still-a thing that was necessary to do heretofore by hand. All the device is there for is to start the

But in the case of the five Cadillac car in the test the spark plugs and the pet cocks were removed from the engine itself and the cranking device turned over the engine continuously many thousands of times. It also pulled the weight of the car itself and the four passengers. The last two blocks of the course were upgrade, with a rise of about nine feet. One of the cars had been driven about four thousand miles and was given a handicap of thirtytwo feet, but it finished first, seventy-five feet ahead of its nearest competitor. After all had finished two were left running, and the starter kept the engines turning over one hour and fourteen minutes, when they 109 were arbitrarily stopped

FINE YACHT RACING SURE Sleeve Value Motors Lacking in Grand Prix

All of Usual Poppet Type.

To date fifty-seven cars have been entered in the Grand Prix to be run in France next June, and the race is certain to provide close competition and to attract world-wide attention. The enthusiasts De Palma to win for America at the wheels of foreign built cars will be sufficient to

focus the attention of enthusiasts on this In connection with entry list "The Field," of London, brings up the rather interesting fact that the engine to compress. no make of cars thus far entered employs the newer valve types will have the courthat the sleeve and rotary valve designs this loss, not to take into consideration

have been made for greater efficiency as The Field" says. "Nothing can supplant the speed test as the final arbiter efficiency is equal in other ways. n all such disputes, and we may add that rotary valve designs in this way.

of sleeve and rotary valves are per- could not 'make good' under Grand Prix formed as efficiently as in the case of racing conditions."

should show up advantageously in high speed work. It is well known that one of with which the poppet valve designer has ing car has been that of valve making and setting, and particularly in the matter of instantaneous opening and closing

"In order to economize power it has been necessary to waste some. By this is meant of this country will, however, have less of that, in order to prevent back pressure or "rooting" interest than if some of the the riston and choking when the engine is domestic makers had seen fit to enter the turning rapidly, the valves have to be of The efforts of Bruce-Brown and large diameter and must open prematurely -regarded theoretically. And the extremestrong pull-down springs, necessary to ecure a quick and certain closing of the their seats, absorb to quite an appreciable degree the available power of

"In a sliding sleeve valve engine it is pos sible that an equal amount of power is ab "We sincerely hope that some makers of sorbed in sleeve friction-indeed, its rivals assert that the waste is greater-and, of sleeve duplication must increase originally were not offered us as anything amount absorbed in the mere inertia of the tering poppet-valved engine, we must point tary valve type this disability does not out that since their introduction claims appear to present itself, and so we might perior to the older type if its

"Until the competing cars enter upon until the speed test-the competitive speed their tests we will not know whether we test for preference-is submitted to a very are to see this point settled, or, at least, considerable section of motorists will not demonstrated, but assuredly, if only poppetaccept the claims made for the sleeve and valve engines start in the Grand Prix, there will be many who will say that the other "Assuming that the natural functions types have been held back because they

MOTOR TRUCK IN TRAFFIC AUTO WHEEL'S STRENGTH Makes Much Faster Time than Interesting Test Shows How

Horse-Drawn Vehicle. cepted belief, the power wagon is profitable wheels of his car doubtless appear to be the administration and the insurgents set-Contrary to the almost universally acven in congested traffic areas in big cities of lesser importance than any other single and towns, where, when operated by a detail," says Howard A. Matthews, sales clever driver, it can make much faster manager of the Jackson Automobile Comheadway than the horse wagon, owing to pany. "On the other hand, it may be that its greater responsiveness in starting and the owner or buyer has confidence in the stopping. Suppose, for example, a power forethought of the manufacturer. And this Savannah takes no definite steps in that wagon is behind a certain horse team in confidence is not misplaced, for the average the middle of a line of vehicles held up by manufacturer realizes full well that a traffic policeman at a street crossing. The strength and toughness of the wood are officer blows his whistle, and the procession prime essentials to the safety of those in starts up for the next "control," as the the car.

thrown in his clutch or turned his control- 22,500 pounds, or eleven and a half tons. through such an area as the Chicago "loop | the calculations of our engineers. district" he will soon gain several complete

days ago. The motor wagon was a 7,000gained four full blocks on the horse truck, stances a car would be so handled. and the horse vehicle took twenty-three

"The deduction is obvious. The motor wagon truly was not giving its most conomic performance, but any machine that can gain four blocks in nine on a horse vehicle in the congested traffic of a city and then get four or five miles away before the horse can come through the crowded area surely is giving a vastly more economic performance than the horse, and that is all that any one requires.'

REMARKABLE ECONOMY TEST.

Phœnix, Ariz., has been very much interested recently in an economy test conducted by J. M. McCondra, of the Transcontinental Motor Company of that city. Mr. McCondra used a stock Hupmobile and conducted his test in and around the city of Phornix. The car was decorated with banners and flags and attracted a great deal of attention. It was Mr. McCondra's intention to se

what the Hupmobile could do on two gallons of gasolene. He designated sixty miles as the minimum. With this amount sealed in his reservoir he started out at 10:30 o'clock in the morning, and at 5:30 o'clock in the afternoon the checkers found that, his speedometer registered seventythree miles. The car during that time had used a pint of lubricating oil. Mr. Mc-Condra drove at an average speed of ten miles an hour. It was not necessary to make any adjustments to the engine during the test.

SUNDAY'S NEW-YORK TRIBUNE for \$2,50 a year.

Jacksons Stand Shock.

"In the mind of an automobile owner, th

"Take the Jackson wheels, for instance. What happens? While the horse drivers We have found by actual test exactly how are struggling with their teams to make a great a force is required to crush one of start, the alert motor wagon driver has our wheels. It is a force equivalent to "Of course, this is a shop test, not one one side, and gained a few places in the carried out on the road. I don't think we procession of vehicles. He does the same will ever be able to crush a wheel in a road thing wherever possible, and in passing test, for reasons that are apparent from "They figure, with the resisting ability of

the wheels as a basis, that a 36-inch wheel "Not content with theorizing on this pos- equipped with a four-inch tire, would have sibility," says "The Power Wagon," of to be driven head-on, at a speed of sev-Chicago, "we actually tested it out a few enty-five miles an hour, over a curbing or other construction six inches high, in orpound model, which had a maximum speed der to cause it to collapse. These figures of about twelve miles an hour. The other are based on the weight of the car carrywas a two-horse wagon, carrying less than ing a full load and striking the curbing half as much load as the machine. In nine squarely with both front wheels. It is alblocks, on Madison street, the motor most inconceivable that in any circum-

minutes to travel through the four blocks. SATISFIED OWNER AN ASSET Reo People Greatly Pleased Over Letter from Enthusiast.

That the satisfied owner of a car is a ruitful source of developing buyers is the belief of R. M. Owen & Co., distributers of Reo cars, voiced by R. C. Rueschaw, sales manager of the concern. No "boost, in Mr. Rueschaw's opinion, has such telling effect as that of the man who is enthusiastic over his machine. A letter Mr. Rueschaw has just received from Professor E. H. Morse, of Hartford, Conn., he considers an ideal recommendation to impress prospective purchasers. In part it

"Before I selected a car I went into a nore exhaustive search and series of tests than do most men. I visited the New York, Boston and Hartford shows and personally tried out what I considered the est makes, ranging in price from \$1,000 to \$2,000. I put these all against the steep hill on Cedar Mountain leading from the New Britain road to the New Haven turnpike. The Reo made it on second speed, and made it easily. No other car which I tried could do it on second; several could go over on the low speed, and few could not make the hill at all. "Last summer I made a trip through the

White Mountains and the northern portion of Maine, and returned home by the coast line of New Hampshire and Massachusetts. In that trip and since that time I have not had the slightest trouble with my car except such as I could easily fix myself by the turn of a screwdriver. I Mailed anywhere in the United States believe to-day it is running smoother than tt has aver run befores -

CLASSIC RACE IN DOUBT

Future of Grand Prize Contest Puzzies Enthusiasts.

the most difficult and refractory problems RENEWAL EAGERLY DESIRED

Many Foreign Firms Engaged in French Classic Could Probably Be Induced to Enter.

lal end of the argument, a mistake would 000, or so much thereof as may be necese made in allowing the race to lapse, or sary, is hereby appropriated out of any in permitting the subject to remain in doubt

With the Automobile Club of France ar anging a renewal of its classic, a numb of European firms which have not participated in races for several years have made entries. It is felt that several of these can be induced to take part in the Grand Prize The probability is, in fact, that this year's race, if the preliminaries are properly arnore representative than any other contest since the great struggle of 1908 at Savan

tries should be under way in Europe. There would appear to be the hardest test to will contribute to make it an object of just a feeling that the Automobile Club of America, donor of the famous gold cup, hould take the matter up, but its internal coubles appear to be all that the leading spirits of the big organization are willing o worry about at this time. Perhaps when tle their differences something along the Grand Prize line may develop.

It was rumored last week, but apparently without any strong basis, that Atlanta will make a bid for the big road race, if jealous of the reputation gained by Savannah in the motor racing line, and some of its leading citizens would undoubtedly welcome an opportunity to take up the con duct of such an important contest. Such a move would probably anchor the race in Savannah more firmly than ever.

The Flat company is now displaying in its salesroom a replica of the Grand Prize cup, the reward of winning the initial contest in 1908. It is of silver and heavily gold plated and differs in no detail, except that of value, from the famous original. In this connection there is a rather interesting story.

In the original deed of gift of the Grand Prize it was provided that each winner should relinquish the trophy after holding it for a year, and should receive in return a replica. When the Fiat people asked for their substitute cup they found that the A. expected to give a small edition of the trophy. It developed been promised by the deed of gift than had been intended, the exact meaning of the word not having been understood. The Fiat people insisted on a compliance with the regulations and they won out.

COACH FOR TIGER CUBS Longren to Instruct Princeton

Freshman Ball Team. Princeton, N. J., March 16.-The freshman baseball team at Princeton is to have

a competent coach this season, and arrangements have already been completed to have Longren, formerly of the Chicago Nationals and Toronto, take the Tiger cabs in charge. Longren has been coaching the Princeton

varsity pitchers during the last week. The pitching department was regarded as the weakest spot in the Tiger nine this year, and so special efforts have been made to strengthen it, and not without success, according to Clark and Longren, the coaches. Those who have been watching Lear, a sophomore, pitch during the last week are

freely predicting that he will make a good twirler this spring under careful coaching. Under the coaching of Longren several of the other candidates are developing, and it begins to look as though the Tigers would not suffer from the lack of good twirlers for their big games this season.

AUTOMOBILES.

AUTOMOBILES.

BARCAINS

AUTOMOBILES—High Grade Used Cars, late models, standard makes. Complete stock. All cars guaranteed to be exactly as represented. Cash or easy terms.

BODIES—Touring and Toy Tonneau and Taxi, from \$75 up.
TOPS—All sizes, at \$15 to \$25.

WINDSHIELDS—\$14; were \$40.
THES to reduce your tire cost by from 30% to 50%.
Send for our "Tire Price Wrecker."
TIMES SQUARE AUTO CO., 1710 Broadway, Near 54th St. Phone 7366 Cok

FEDERAL AID FOR ROADS HOME FOR NEWARK CLUB

Congress Expected to Adopt Jersey Autoists Plan Country

Underwood Resolution.

Committee Would Make Complete Report and Recommend Necessary Legislation.

National participation in highways conadvocates will appear before the House Rules Committee, which is the repository of the resolution just introduced by Cohgressman Underwood calling for the apand Senate to consider the building of national highways and post roads. Robert P. Hooper, president of the Ameri-

can Automobile Association, has had letters sent to all those bodies which cooperated in the recent Federal Aid Convention in Washington, asking that they at once appoint sub-committees of three to serve on the general committee decided upon at that gathering for the purpose of securing country-wide good roads action. It is expected that the Underwood resolution will be adopted at the present session, since legislation emanating from the Rules ommittee has precedence on the calendar. Bellef that the recent substantial accunulation of good roads sentiment is now so country-wide in its extent that Congress is ready to give the subject serious thought influenced the American Automobile Assoclation action which substituted the joint committee of House and Senate resolution nstead of furthering the proposed bill calling for the creation of a national highways ommission. The full text of the resolution follows "Resolved, by the Senate and House of

Representatives of the United States of America, in Congress assembled: That a joint committee of both houses of Congress is hereby created, to be composed of three members of the Senate, to be appointed by he president thereof, and three members pointed by the Speaker thereof. Any vabe filled in the same manner as the orig-"The said committee is hereby empow-

highways in several states of the Union, including the cost of transportation thereon; the improvement, construction and the cost thereof; the cost of carrying the mail over such highway, and the improvement of the mail service that may be obroads of the United States.

"The committee is hereby authorized and directed to report to the congress all infor- that the large attendance of members, es mation obtained from such investigation, advisability of the Congress granting na- our club is not only desirable but necesof post roads and national highways in it will not take the initiative in promoting the United States, and to make recommen-standing the very inadequate conditions dations as to the proper legislation to be

its investigation and report to this Congress all evidence taken and their findings and conclusions thereon. The sum of \$25 .money in the treasury not otherwise appropriated to pay the necessary expenses of the said joint committee, the sum to be disbursed by the Clerk of the House upon vouchers to be approved by the chairman of the committee.

INNER TUBE AS TOW ROPE.

William Thornquest. (Cal.) Vulcanizing Works, which has the ranged and at an early date, can be made agency in that city for the Fisk pure gum inner tube tire for automobiles, made a The extreme flexibility and strength of the of \$50 or \$100 each, so that a large number tubes on the streets of Redlands recently. is doubtful if the matter is allowed to lag for three or four months. Right now, in he opinion of many who are hopeful of a the streets of Redlands without the tire summer and winter country home that being damaged in the slightest. This will be situated among surroundings which which such a tire could be put.

AUTOMOBILES.

House at Mountain Lakes.

HEARING IS SET FOR APRIL TO CLOSE CITY BUILDING

Postal Card Vote by Members Will Probably Result in the Adoption of Plan.

Automobolists of Newark and vicinity, and especially members of the New Jersey Automobile and Motor Club, will have to decide two momentous questions next week. The subjects are dovetailed and have to do with the closing of the city clubhouse, at No. 64 Park Place, Newark, and the voting by postal card on a proposition favored by the board of trustees for the erection of a new country club at Mountain Lakes, N. J., a spot between Boonton and Denville, in Morris County, On the propositions depends the virtual existence of the club, for the meintaining of the costly Newark home has become impractical and it means either a country club with city offices or no club at all.

The question of closing the city home will come before the club's board of trustees, which will meet in the clubhouse Tuesday night. They will probably take a vote to close the Newark building on May expires. The plan now is to establish smaller quarters in Newark, providing for offices and lunch facilities, and a suite of rooms in the new National Bank Building, streets, is favored.

The country club proposition will be put up to members direct by an appeal in letter form. This appeal will ask for an expression of opinion by the members in a postal card vote on the project to erect a lubhouse at Mountain Lakes. The board of trustees favors it, the house committee favors it and President Harry D. Bowman makes a special appeal for it.

The club will receive by gift a three-acre site of land on the shores of Mountain Lake, twenty-two miles from Newark, It is located on the direct road from Newark and New York to Lake Hopatcong, and is cancies occurring on the committee shall proved roads are accessible all the way, with the single exception of the 50-foot boulevard from Boonton to Fox Hills, which will be improved next summer under ered and directed to collect information the state road act. It is adjacent to two and to make a thorough and complete in- stations on the Delaware, Lackawanna & restigation of the condition of the public Western Railroad, and within two minutes of a trolley line.

The house committee, which is headed by Robertson S. Ward, who is to be the next maintenance of such public highway and president, in making its appeal to the members says:

"In making this appeal it should be borne in mind that we have taken into tained by the improvement of the post consideration the experience gained during the last two years at Butler, where we have had a temporary country club, and pecially during last season, has indicated, together with recommendations as to the and, in fact, proved that this feature of tional aid to the maintenance and building sary. About 8,000 persons registered at the clubhouse at Butler last summer, notwithand also the comparative inaccessability of the place. There is no doubt in our minds "The said joint committee shall conclude that we need a home in the country which will contain all the advantages of a real country club and, therefore, your committete, in making its decision, has taken the above into full consideration. Here on the shore of a 100-acre lake, the Mountain Lakes, Inc., Company purposes to deed the club in fee simple about three acres of ground for the purpose of aiding us in the erection of a suitable house

"Your committee suggests that the club accept this proposal and erect suitable buildings, which can be done for about \$30,-000, and it is further suggested that the necessary financing be accomplished having the members subscribe to 5 per cent bonds, which would be a direct mortgage on the property, and that a sinking fund convincing demonstration of one of the be established. It is further suggested that the bonds be issued in denominations

AUTOMOBILES.

No-Rim-Cut Tires

10% Oversize

The Zenith in Tires

This tire—the final result of 13 years of tire making - marks the utmost in pneumatic tires.

It now outsells all others.

Over one million have been used to date on some 200,000 cars.

In the past '24 months the demand for this tire has increased by 500 per cent.

All because it cuts tire cost one-half.

The Hookless Tires

ard tires.

tire satisfactory.

Rim-Cut tires.

The old-type tire, since bleycle thousands of users have proved days, has hooked into the rim that. Yet these patent tires I now flange.

No-Rim-Cut tires do not. Your removable rim flanges are simply reversed when you adopt this tire. They present a rounded edge to the tire. And this rounded edge never only way to make this type of rim-cuts a tire.

The Extra Size

We make these tires 10 per cent over the cated size. This to give you an over-tired carto save the blow-outs due to overloading.

This 10 per, cent oversize, under average conditions, adds 25 them. per cent to the

tire mileage. This oversize feature, plus the No-Rim-Cuf feature, cuts tire upkeep in

two. Tens of

(JOOD YEAR No-Rim-Cut Tires With or Without Non-Skid Treads

Our 1912 Tire Book, based on 13 years of tire making, is filled with facts you

cost no more than other, stand-

We control by patents the

Our Tire Book tells you why.

Thus the demand for this new

type centers on Goodyear No-

·These tires have been proved

out by 200,000 users. And any

of them will tell you to adopt

We Control It

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio This Company has no connection whatever with any other s

New York City Branch-64th St. & Broadway. Telephone Columbus-7490-7491-7492-7493. Brooklyn Branch-1172 Bedford Ave. Telephone Bedford-7691. Newark Branch-579 Broad St. Telephone Market-7566-7567.

should know. Ask us to mail